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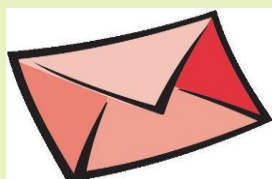
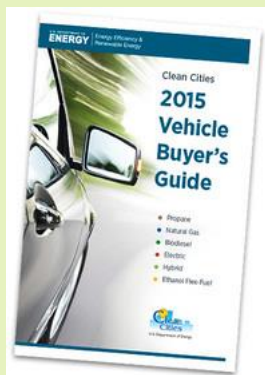
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U.S.Dept. of
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Upcoming Events:



Event now located BEHIND the State House!



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New Hampshire Celebrates *Drive Electric Week*, September 12, 2015, 8:30-12, Concord.

Due to Main Street construction, this year's event will be at the New Hampshire Department of Justice parking lot, 33 Capitol Street, Concord. The Farmers Market is sharing the space so get your eggs, cider, and apples and then check out the cars!

All types of electric transportation will be on display by area auto dealers and individual owners.

Come hear how fun it is to drive an EV!

We will have a mix of electric transportation displayed – all plug in, including:

Nissan Leaf
Chevy Volt
Geo Metro Solectria
Ford CMAX Energi
BMW i3
Smart EV
Tesla S
Tesla Roadster
Electric Golf Cart
Electric bicycles
Segway (rides too!)

Come celebrate with us!

Propane/Diesel Dual-Fuel Webinar, September 10, 2015. 12:30 -1:30 p.m. Alliance Autogas provides an overview of the first EPA-certified diesel displacement system for class 8 trucks, allowing them to run on diesel and propane. To register, [click here](#).

Midwest Green Fleets Forum and Expo, September 23-24, 2015, Columbus, OH. Complementary and discounted tickets to fleet attendees available. For information about the event, [click here](#).

Bicycle Pedestrian Transportation Biennial Conference, September 30, 2015, Concord. A full day of networking, planning, and collaboration with NH and national experts in planning and design of infrastructure to support walking and biking. For more information and to register, [click here](#).

Tenth Annual AltWheels Fleet Day, October 7, 2015, Norwood, MA. Hear presentations from those in the industry, talk with vendors or just peruse the alt fuel vehicle exhibit. A *no miss* annual event! For more information, visit: www.altwheels.org.

GSCCC Stakeholder Meeting, October 29, 2015, Concord, NH. Meet **Tom Weber of Student Transportation of America**, the "driving" force in Peterborough School District's transition to dedicated propane fueled school buses. Tom will explain why buses that run on propane are a sound financial and environmental decision, and provide an update on how things are going for the school district's new fleet.

Did you know Toyota and Hyundai are producing fuel cell vehicles? **Charles Myers of the Massachusetts Hydrogen Coalition** will provide an update on this exciting new technology and why the big car companies are investing in the production of vehicles that run on hydrogen.

Save the Date! Stakeholder Meeting, December 3, 2015, Concord, NH. We will wrap up the calendar year with **Howie Wemyss of Mt. Washington Auto Road**, who will present on the Auto Road's "green" initiatives (including a propane and electric fleet). **David Melnick of American Power Group** will also be there, to provide an overview of APG's natural gas/diesel dual fuel system.

News of Interest:

Ross Express joins EPA SmartWay. New Hampshire's own **Ross Express**, a leading trucking company based in Boscaawen, has joined EPA's SmartWay program. SmartWay partners work to reduce transportation-related emissions and improve supply chain efficiency. For information about the SmartWay program, [click here](#).

***Clean Cities Now* honors Joe McCarthy!** The latest edition of *Clean Cities Now* gives tribute to Joe McCarthy and his efforts to secure New Hampshire's first state-of-the-art propane autogas fueling station on Hall Street in Concord, part of the Patsy Companies. Joe fell ill but was able to attend the station's ribbon cutting and be a part of the acquisition of Patsy's propane van fleet before he passed away. His efforts are remembered in this article. [Click here to review the article](#).

Five Top Autogas Questions Answered *from Roush CleanTech.*

Fleet managers have one common denominator: to maximize their fleet at the lowest possible cost. Many are considering propane autogas to fuel their fleet vehicles. Here are five questions they ask:

Q: Why should I consider propane autogas?

A: Propane autogas is a cleaner burning, cost-effective and domestically produced fuel with a robust infrastructure and economic efficiencies.

Q: Is my current fleet compatible with propane autogas or do I need to buy new vehicles?

A: Many vehicles are compatible with conversions. If there's enough remaining life on the vehicle to provide a return on investment, it's a smart move. You can also purchase new vehicles that come equipped to run on autogas. Just be sure to work with an engine fuel system supplier that offers appropriate vehicle certifications from the Environmental Protection Agency and the California Air Resources Board.

Q: Would I need to install a fueling station?

A: That's up to you. Public propane autogas fueling stations exist in every state, with more opening every day. Propane retailers are available to provide convenient infrastructure for your fleet. Should you choose to install your own fueling station, you'll find the cost is even less than installing a gasoline station!

Q: Is it more difficult to have my vehicles serviced if they run on propane autogas?

A: No. Service isn't an issue. If you have your own garage, your technicians can be trained in-house. You'll also find many outside maintenance facilities with trained technicians. For example, ROUSH CleanTech has more than 400 service facilities across the U.S. and Canada.

Q: Will propane autogas help me meet government-mandated emissions requirements? A: Yes. Propane autogas is an approved alternative fuel under the Clean Air Act. It's a non-contaminant of soil, air and water with virtually no particulate matter coming out of the tailpipe. Vehicles powered by autogas significantly reduce emissions, with 25 percent less greenhouse gases and up to 60 percent less carbon monoxide than gasoline powered vehicles, and 80 percent less total hydrocarbons compared with conventional diesel.



Question of the Month: What are the alternatives to traditional state fuel taxes?

Answer: Nearly all of us regularly use and access public roads, infrastructure, or transit services. As you may have read in the July Question of the Month, it's common practice for federal, state, and local governments to tax motor fuels on a per gallon basis to fund transportation infrastructure and increase revenue. Returns from gasoline and diesel taxes are on the decline due to a number of factors, including

rising construction costs, general inflation, and greater vehicle efficiency, which reduces fuel use per mile. To make up for this deficit, a number of states are evaluating and implementing alternatives to traditional motor fuel tax models through the use of vehicle miles traveled (VMT) fees, annual fees for vehicles that use certain fuels, such as electricity, or adjusting or establishing fuel taxes for certain alternative fuels.

(GSCCC note: The State of NH has established a commission under HB 460 to address revenue alternatives to the road toll for electric and hybrid electric vehicles. The next meeting is this Friday, September 11, at 10:00 a.m. Contact Dolores.rebolledo@des.nh.gov if interested in attending.)

VMT Fees

VMT fees are designed to charge drivers based on the number of miles they drive, rather than the fuel they consume. The concept seeks to base taxes on use rather than fuel consumption, which provides a fuel neutral approach and offsets decreasing revenue from increased vehicle efficiency. Concerns have, however, been raised over program administration and individual privacy. Several states, including Vermont and Oregon, have studied or implemented VMT fee pilot programs. In July of 2015, Oregon began a road usage charge program for 5,000 volunteers and is encouraging participation by plug-in electric vehicle (PEV) drivers (<http://www.oregon.gov/ODOT/HWY/RUFPP/Pages/index.aspx>). The Oregon Department of Transportation (ODOT) collects \$0.015 per mile and issues gas tax refunds to participants. Vehicle miles will be monitored through a vehicle transponder.

Annual Fees

As alternative fuel use has grown, a number of states have established annual fees or decals to recover revenue that would have normally come from motor fuel taxes. These programs also provide a mechanism to collect revenue from those that charge or fuel at home and, in some cases, are used to incentivize alternative fuel vehicles (AFVs). Fees have traditionally been imposed on fuels such as natural gas and propane, but are now being considered and implemented for PEVs. Establishing the appropriate level for such fees can be tricky as different vehicle classes use very different amounts of fuel. In addition, some AFVs, such as plug-in hybrid electric vehicles and bi-fuel natural gas vehicles, may already pay motor fuel taxes for their gasoline or diesel use. Examples of fees in place include:

- Colorado requires a \$50 annual fee for a PEV decal.
- Georgia requires a \$200 annual fee for non-commercial PEVs and \$300 annual fee for commercial PEVs.
- Louisiana requires an annual fee of \$120 or a percentage of the current special fuels tax rate for compressed natural gas (CNG) and propane vehicles.
- Nebraska requires a \$75 annual fee for PEVs and other AFVs not covered under state motor fuel tax regulations.
- North Carolina requires a \$100 annual fee for all-electric vehicles.

Alternative Fuel Taxes

Many states have passed regulations to either tax certain alternative fuels for the first time or to structure motor fuel taxes to account for energy content variations between alternative fuels and gasoline or diesel. For example, Arkansas, Idaho, Kentucky, New Mexico, Oklahoma, Tennessee, and Utah are among the states that have enacted legislation or regulations in 2015 to define the energy content of CNG and liquefied natural gas on a gasoline gallon equivalent or diesel gallon equivalent basis. Wyoming updated regulations related to alternative fuel excise taxes and dealer license fees for natural gas, propane, electricity, and renewable diesel. Kentucky and Utah enacted excise tax requirements for hydrogen and South Dakota increased excise taxes for certain fuels, including ethanol. Look out for the September Question of the Month for further information on efforts to equalize federal fuel taxes across fuels.

Until motor fuel tax revenue shortfalls can be adequately addressed, states risk underfunding our roads and infrastructure. While no single approach has emerged as the preferred choice, creative solutions, such as those discussed above, may help states adequately adjust for continued sales of AFVs and other fuel-efficient vehicles. With the exception of VMT fees, these approaches, however, only address a small portion of the nation's fleet and are not likely to resolve broader funding issues in the near-term.

Refer to the following for more information on alternatives to traditional state motor fuel taxes:

- Alternative Fuels Data Center's (AFDC) Laws and Incentives website (<http://www.afdc.energy.gov>)
- AFDC's Policy Bulletin on State Fees as Transportation Funding Alternatives (http://www.afdc.energy.gov/bulletins/technology_bulletin_2014_03_10.html)

Also watch for an upcoming paper from the National Renewable Energy Laboratory on motor fuel excise taxes

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